

Land Use and Transportation Element

Regional

Policy R1.3 Promote integrated and coordinated local land use and transportation planning.

Policy R1.7 Contribute to efforts to minimize region-wide average trip length, and single-occupant vehicle trips.

Policy R1.9 Support flexible and appropriate alternative transportation modes and transportation system management techniques that reduce reliance on the automobile and serve changing regional and City-wide land use and transportation needs

Policy R1.10 Support land use planning that complements the regional transportation system.

Action Statements

R1.10.1 Encourage a variety of land use types and intensities on a regional level while maintaining and improving regional transportation service levels.

R1.10.2 Support alternative transportation services, such as light rail, buses, and commuter rail, through appropriate land use planning.

R1.10.3 Encourage mixed uses near transit centers.

Appropriate Housing

GOAL C2 ENSURE OWNERSHIP AND RENTAL HOUSING OPTIONS IN TERMS OF STYLE, SIZE, AND DENSITY THAT ARE APPROPRIATE AND CONTRIBUTE POSITIVELY TO THE SURROUNDING AREA.

Policy C2.1 Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in the community.

Policy C2.3 Maintain lower density residential development areas where feasible.

Action Statements

C2.3.1 Study the potential rezoning of properties in the R-4 and R-5 zoning districts to other zoning districts.

Policy C2.4 Determine appropriate density for housing based on site planning opportunities and proximity to services.

Action Statements

C2.4.1 Locate higher density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services, and jobs.

Efficient Transportation

GOAL C3 ATTAIN A TRANSPORTATION SYSTEM THAT IS EFFECTIVE, SAFE, PLEASANT, AND CONVENIENT.

Action Statements

C3.1.5 Promote the reduction of single occupant vehicle (SOV) trips, and encourage an increase in the share of trips taken by all other forms of travel.

Policy C3.5 Support a variety of transportation modes.

Action Statements

C3.5.1 Promote alternate modes of travel to the automobile.

C3.5.2 Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development.

C3.5.3 Support land uses that increase the likelihood of travel mode split.

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

C3.5.5 Implement the City of Sunnyvale Bicycle Plan.

C3.5.6 Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.

C3.5.7 Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.

C3.5.8 Work to improve bus service within the City, including linkages to rail.

Policy C3.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.

Action Statements

C3.6.1 Develop clear, safe, and convenient linkages between all modes of travel; including, access to transit stations and stops, and connections between work, home, and commercial sites.

C3.6.2 Promote public and private transportation demand management.

C4.2.3 Develop incentive programs to reduce parking demand, support alternative transportation, and reduce peak period traffic.

Air Quality Sub Element

Policy 3.7B.1 Utilize land use strategies to reduce air quality impact.

Action Statements

3.7B.1a. Promote extension of transit systems, and locate higher density development/redevelopment along transit corridors.

3.7B.1b. Promote mixed land use development that provides commercial services such as day care, restaurants, banks and stores near employment centers, reducing auto trip generation by promoting pedestrian travel. Promote neighborhood commercial and park uses within residential developments to reduce short auto trip generation by making pedestrian and bicycle trips feasible (for example, require sidewalks, bike trails and bicycle parking areas).

Policy 3.7B.2 Assist employers in meeting requirements of Transportation Demand Management (TDM) plans for existing and future large employers and participate in the development of TDM plans for employment centers in Sunnyvale.

Action Statements

3.7B.2a. Enforce the provisions of the City's TDM ordinance covering businesses employing 100 or more persons.

3.7B.2b. Amend the City's existing TDM ordinance to comply with the BAAQMD's Trip Reduction Rule.

3.7B.2c. At the appropriate time, the City should explore the feasibility of seeking delegation of regulations which would affect smaller employers located within multi-tenant complexes, which are not included in the Trip Reduction Rule authority from the Bay Area Air Quality Management District.

3.7B.3c. Require site design to encourage transit circulation and stops/waiting areas for transit and carpools.

Community Design Sub Element

Policy 2.5B.2 Provide a safe and comfortable system of pedestrian and bicycle pathways.

Citywide Design Guidelines

Site Plan

A9. Provide pedestrian links between residential developments and nearby employment and shopping centers, schools and parks to encourage pedestrian activities.

Parking Circulation

A7. Separate pedestrian and automobile traffic paths, and minimize conflict areas for safety.

A8. Provide walkways to connect parking lots to building entrances. Define walkways by landscaping, lighting and paving.

A9. Large developments shall provide sufficient bicycle parking and covered lockable racks close to building entrances.

Downtown Specific Plan

GOAL B. ESTABLISH THE DOWNTOWN AS THE CULTURAL, RETAIL, FINANCIAL AND ENTERTAINMENT CENTER OF THE COMMUNITY, COMPLEMENTED BY EMPLOYMENT, HOUSING AND TRANSIT OPPORTUNITIES.

GOAL C. PROMOTE A BALANCED STREET SYSTEM THAT SERVES ALL USERS WELL REGARDLESS OF THEIR MODE OF TRAVEL.

Policy C.2. Encourage strong pedestrian and bicycle linkages through the downtown.

Policy C.3. Promote the use of public transit by intensifying land use and activities near transit cores.

Policy C.4. Encourage shared parking in the downtown to minimize the amount of land devoted for parking areas and manage parking so it does not dominate mode choice decisions or the built environment.

Policy C.5. Enhance transit areas and multimodal connections such as the train station on Evelyn with the bus transfer facility on Frances and other downtown transit locations.

Public Improvements for Future Downtown

Chapter 7 Circulation Plan

- Enhancement of bus transfer facility on Frances Street
- Creation of bicycle lanes on Evelyn, Iowa and Sunnyvale Avenues
- Installation of Mathilda Avenue railroad overpass improvements

Housing and Community Revitalization Sub Element

Policy A.1 Maintain a supply of residential land for new housing construction.

Action Statements

A.1.d Study increasing the density of residential areas near transit stops and along major transportation corridors in conjunction with regional transportation plans.

Policy A.3 Continue to allow housing in commercial zoning districts.

Action Statements

A.3.a Maintain provisions of the zoning code that permit housing to be constructed in commercial districts after planning review.